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# e-418 Pilot Program Shows Early Success

As long-time readers of *The Beacon* are aware, the Exchange has advocated the elimination of the paper I-418 (Passenger List-Crew List) since Customs and Border Protection (CBP) promulgated a rule requiring electronic submission of this information. The idea of a pilot program to test an "electronic I-418" has been under discussion since 2005. "While it took a few years to get started, once the program got some traction – and support at the highest levels within CBP – in 2010, it took off very quickly," said Exchange VP Lisa Himber. The Exchange, together with the World Shipping Council, worked closely with CBP to bring the project from concept to reality.

The pilot started in January of this year with four carriers at a limited number of ports of entry along the east and Gulf coasts. CBP used the first 30 days of the pilot to undertake "verification" process. During that time, paper 418 forms were filed, and CBP Officers validated the information against the electronic filings. Initial findings were positive, though internal process changes within CBP took slightly longer than anticipated to implement. Yet by the beginning of March, participating carriers were able to discontinue submission of the paper departure manifest upon the vessels' final departure from the U.S. By mid-June, the arrival manifests were eliminated as well.

"As a result of the success of the initial pilot participants in automating the I-418 manifest, CBP has expanded the pilot to include their full vessel fleets, " said John P. Wagner, executive director in the CBP Office of Field Operations, Admissibility and Passenger Programs. "In addition, CBP has also expanded the pilot to include six additional shipping lines."

Those additional carriers are just now starting to engage in the program, and it is expected that all U.S. ports of entry will be operational by year's end.

"We recognize that this program has required substantial procedural changes within CBP, and we appreciate the efforts the agency took to make the transition as seamless as possible for industry," Himber said. There have been surprisingly few hiccups during the pilot, she noted.

While CBP has a certain amount of flexibility with regard to enforcement of regulations during the pilot, a series of rulemakings, changing sections of both Title 4 and Title 19, will be necessary before the paper forms can be eliminated altogether. But the success of this pilot bodes extremely well for future initiatives.

"Automation of the paper I-418 crew/passenger manifest is a welcome step towards the establishment of a genuine single window for the collection of vessel, crew and passenger information by the U.S. government," said World Shipping Council Vice President Doug Schneider.

The end result of this initiative is a definite win-win. Both industry and CBP are expected to save significant time and money in preparing, delivering, collecting, collating and storing the mountains of paper each year. And there are a number of other forms currently required by CBP that contain data already provided in electronic format. Industry looks forward to continuing what has begun with this pilot program and to phasing out other archaic and redundant paper documents.

## *McFARLAND* Gets Much-Needed Overhaul




*Thomas M. Evans, Captain of the McFarland, Mark Saylor, U.S. Army Corps of Engineers head port engineer from the Philadelphia District and Dennis Rochford, President of the Exchange.*

The hopper dredge *McFarland*, operated out of the Philadelphia District, is one of four hopper dredges in the U.S. Army Corps of Engineers minimum fleet. It is the only hopper dredge assigned to the East Coast.

In January of last year, the *McFarland* was placed in a Ready Reserve Status as per the Water Resource Development Act (WRDA 2007). The dredge is limited to 70 days of work in the Delaware River and Bay, unless called to duty for urgent and emergency purposes. During her first year in Ready Reserve, the *McFarland* was deployed for 96 days to address emergency dredging requirements in the Mississippi River Southwest Pass.

The *McFarland* recently underwent an extensive overhaul at Colonna's shipyard in Norfolk, Virginia. She was both wet-berthed and drydocked from February through July, undergoing the largest overhaul in her history. The most complex component of the overhaul entailed the replacement and upgrades to the electrical and dredging control systems, the first significant upgrades performed to these systems since her commissioning in 1967.

The upgrades included replacement of the main switchboards and the dredge pump motor speed controls, the dragarm motors and dragarm hoist-

*continued on page 12*

# AMSC Scrambles to Meet Grant Timeframes

Everyone has faced what were perceived to be impossible deadlines – and met them. And the members of the Delaware Bay Area Maritime Security Committee (AMSC) are no exception. On May 19, the Federal Emergency Management Agency (FEMA) published the FY11 Port Security Grant Program guidance and announced that grant applications would be due by June 20.

"We certainly don't want to look a gift horse in the mouth," said Grant Sub-Committee chairman Kurt Ferry, "but it seems clear from this inconceivably short timeframe that FEMA does not understand what a port community has to do to solicit, review and evaluate grant applications." Historically, the AMSC has had 6-8 weeks after applications are submitted to complete its review. For FY11, there were only three weeks to do the job.

The issue stems largely from Congressional delays in passing a budget earlier this year. FEMA could not release the guidance until it was known whether there would be funding for the grant program and if so, what its parameters would be. Despite the fact that the FY11 budget was passed only in March of 2011, program funds would still need to be awarded by September 30, the end of the fiscal year. As a result, FEMA grant program managers felt they needed to get the grant applications in as quickly as possible.

AMSC members indicated their understanding of the predicament, but questioned the need to so dramatically shorten the application window for Group I and II ports, like the Delaware Bay region. These port areas utilize a fiduciary agent for grant management, rather than direct competition for individual applicants as in other areas. In Group I and II ports, the amount of the awards and the recipient organizations are already known when the guidance is published. "From that perspective, it seems likely that another 30 or 60 days for submitting individual project documentation wouldn't make too much of an overall difference," said Exchange Vice President Lisa Himber. The Exchange has served as the Fiduciary Agent for Sector Delaware Bay Awards since August of 2007.

*continued on page 8*

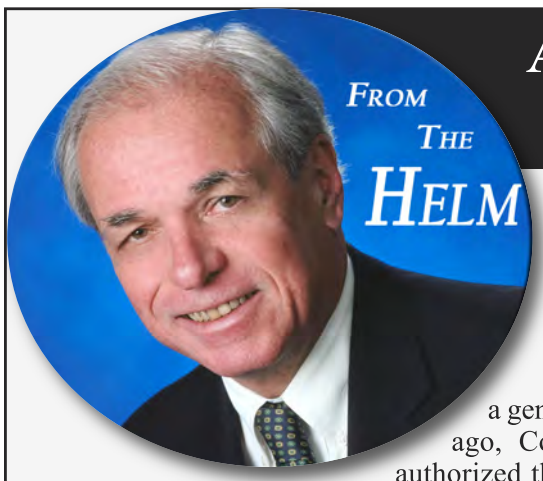
## Note to Grant Recipients

As we all know, Congress is facing tough budget decisions, and funding for Port Security Grants, like so many other programs, is on the chopping block.

Part of the problem stems from the fact that recipients simply aren't using the funds awarded. In Delaware Bay, for example, since 2006 almost $95 million in PSGP grants has been awarded, but only about $22 million has been drawn down. Baltimore's numbers are $29 million and $5 million respectively, and the New York area has received $183 million and drawn down only $24 million. The numbers are similar for most ports throughout the U.S.

It is not hard to see why Congress might think the need for port security grant funds is diminishing. While we maritime stakeholders know the need is as great as ever, we are simply too slow in implementing our projects and collecting the funds.

The Exchange encourages all grant recipients to work as quickly as possible. Otherwise, we risk losing this all too important program.




# A Growing Resolve to Continue Construction of the 45' Channel

Nearly a generation ago, Congress authorized the U.S. Army Corps of Engineers to deepen the Delaware River Main Shipping Channel from 40 to 45 feet. Time and again this project has been determined to be economically justified, environmentally sound, and technically feasible.

As you read in the related article on page three, from fiscal years 1999 through 2010, Congress appropriated $77.4 million for the project. Over $20 million was spent on studies and plans, and $53 million was moved to fund other projects around the country. This was done with the Corps of Engineers commitment that the funds would be returned to the project once the construction phase commenced.

The work finally began last year. In September 2010, a 13-mile section of the shipping channel between the C&D Canal and the Delaware Memorial Bridge was deepened to 45 feet. The Corps is now prepared to award a second contract to deepen the channel from the Delaware Memorial Bridge to Claymont, Delaware. The total cost for this construction, almost $40 million, has been provided by the Commonwealth of Pennsylvania on behalf of the Philadelphia Regional Port Authority, the local sponsor.

Over the last several months there has been a growing resolve among port businesses, labor leaders, elected officials, and other stakeholders to secure the authorized federal funds to complete this project.

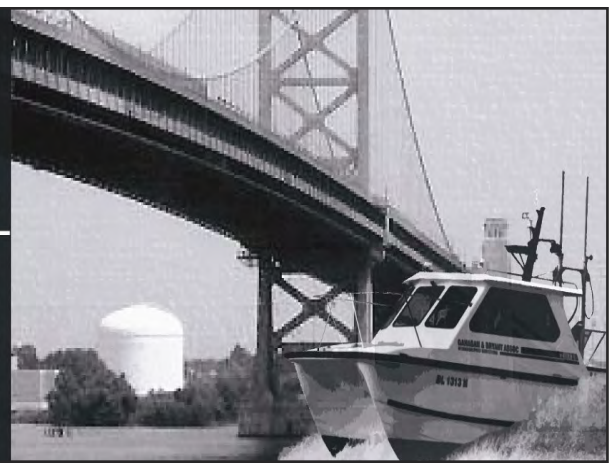
There are some who argue that the vital federal funding already appropriated by Congress is being withheld based on budgetary criteria. However, these criteria do not appear to be consistently applied. The fact is that this project meets and exceeds the budgetary criteria established by the Corps and approved by Congress. The metric to determine this is the Benefit to Cost Ratio (BCR); for this project, the BCR is 1.64. In order to be a fundable project, the BCR needs to exceed 1.0.

There are numerous examples of projects with BCRs below the budget criteria of 1.0, or lower than the 1.64 for the 45' project that have been funded by the Corps. Two that come to mind are the J. Bennett Johnson Waterway Project in Louisiana (BCR 0.6) and the Columbia River Project (BCR 1.5). Further, citing a project's absence from the President's Budget as a reason for not funding it as moot a point as it is contradictory point: 76 of the 161 projects recommended for funding by the Corps in its Fiscal Year 2011 Work Plan were not included in the President's Budget.

It is grossly unjust to those who invest in and work at port facilities along the Delaware River to fund other projects around the country that either do not meet the benefit criteria prescribed by the Corps, or those with a BCR lower than that of the 45' project. Washington must understand that beyond playing by the rules they established to decide which projects to fund, and recognizing completion of this project will work to reduce the structural unemployment that has dogged our region in recent years, it is, in fact, a "shovel ready" project that already has put people to work in the short term.

Jim Lockford

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# Sector Delaware Bay Needs Your Help

*By: Captain Meredith Austin, U.S. Coast Guard*

Next April, Sector Delaware Bay will be simulating a couple of "bad days." We will be exercising both the Area Contingency Plan for responding to oil spills and the Area Maritime Security Plan for responding to transportation security incidents. Both of these plans were written by committees made up of members of the port community – businesses, local, state and federal agencies and others with an interest in protecting the people, environment and economy of the tri-state area.

The pollution portion satisfies the triennial requirement under the National Preparedness for Exercise Program to hold a full scale government-led "PREP" oil spill exercise. The transportation security incident portion satisfies the annual requirement under the Area Maritime Security Training and Exercise Program to hold an AMSTEP exercise. In the interests of efficiency and to maximize participation within the port community, we are combining these two exercises. In reality, if we were to have a major incident in the port it would most likely involve many different port users for different reasons, so we believe exercising a more complex scenario will provide a more realistic experience.

In order for the exercise to be as realistic as possible and provide a valuable experience to the port community, I need your help. We will begin the formal exercise planning process in late September and are seeking companies willing to participate as players in the exercise. My exercise staff, led by Lieutenant Commander Scott Masterson, will be reaching out to you to consider becoming part of our exercise team.

During the past two years as the Captain of the Port, I've been grateful for the close working relationship this port community enjoys. This combined PREP/AMSTEP exercise is a great opportunity to strengthen these ties and help us improve our preparedness to respond to any future incidents in the port.

*Meredith L. Austin is starting the third year of her tour as Captain of the Port and Federal Maritime Security for U.S. Coast Guard Sector Delaware Bay.*

## Coast Guard has a Birthday



*On deck to celebrate the U.S. Coast Guard's 221st anniversary were (l-r) Exchange Board Member Admiral Joseph Hare, Captain Meredith Austin, Exchange Chairman John Reynolds, and Exchange President Dennis Rochford.* ***See article page 5.***

# Channel Deepening Project Keeps Moving Forward

*Pennsylvania authorizes additional funds – Corps awards new contract*

The deepening of the Delaware River main shipping channel took two major steps forward this summer. First, Pennsylvania Governor Jim Corbett authorized an additional $15 million to pay for deepening of Lower Reach B (Delaware Memorial Bridge to Claymont) from 40 to 45 feet. At the same time the Corps of Engineers opened bids for the work ahead, with Norfolk Dredging submitting the lowest bid.

"This is a huge step forward on the pathway to completing a project that will guarantee our port remains competitive among other east coast ports, all of which have shipping channel depths greater than 40 feet," said Charles Kopp, Chairman of the Philadelphia Regional Port Authority (PRPA), the local sponsor. "Governor Corbett and the Commonwealth of Pennsylvania should be recognized for the over $40 million that has been invested in this project, resulting in over 17 miles of the main shipping channel either having been deepened, or under contract to be deepened, to 45 feet," Kopp said.

The completion of the Panama Canal expansion in 2014 and the proposed or planned expansion of container and breakbulk terminals along the Delaware River are both driving factors in the completion of the deepening project. "There should be no doubt that deepening the navigational channel from 40 to 45 feet is first and foremost essential to protect the business we have today. It is equally critical to positioning our port to attract new business and economic growth as the international market place expands," said Jim Roche, President, Pilots' Association for the Bay and River Delaware.

To date, $77.4 million in federal funds has been appropriated for the project. Of this amount, $22 million has been expended on engineering, environmental and economic studies and plans, while approximately $53 million has been reprogrammed for other Corps' projects around the country. Port stakeholders, working in concert with the PRPA, have launched a major effort to convince the Office of Management and Budget and the Corps of Engineers to restore the $53 million for this project.

"Regional port stakeholders – business, labor and other port agencies – have mobilized to persuade key decision makers in Washington, D.C. not only to ensure the $53 million is restored, but also that funding for the project is included in future Corps of Engineers' budgets," said Dennis Rochford, Maritime Exchange President. "This project was authorized by Congress in 1992," he noted, "and based on years of exhaustive and comprehensive studies, has been found to be economically justified, environmentally sound, and technically feasible. It is long past time for Washington to acknowledge these facts and fully fund the project."

## In Memoriam



### Thomas J Holt, Sr.

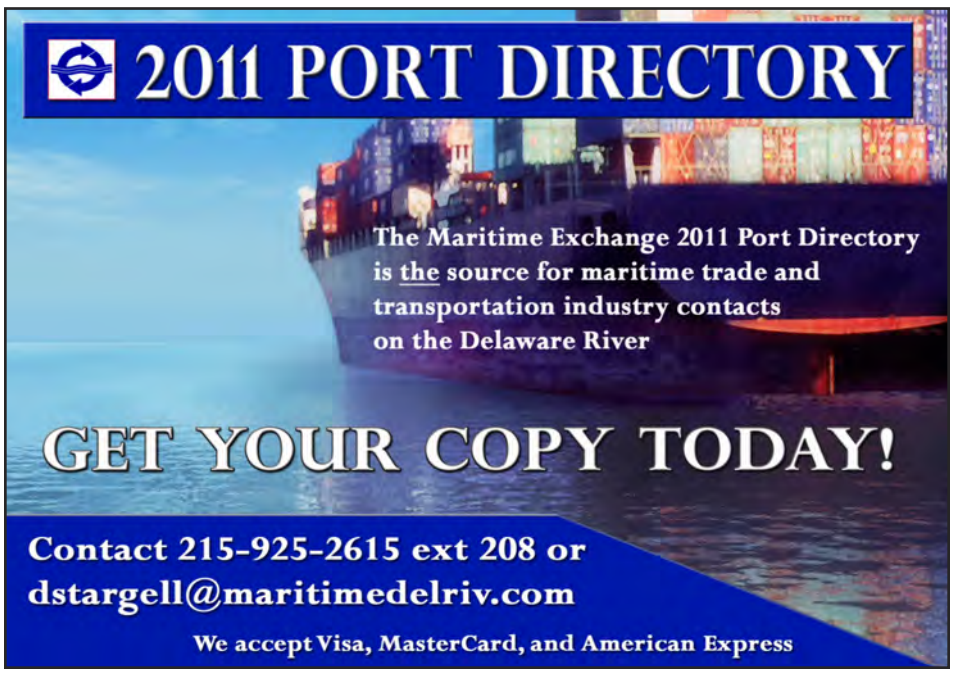
The members of the Delaware River Port community collectively grieved on the passing of Thomas J. Holt, Sr. on June 20, 2011. Patriarch of the Holt family and its diverse holdings throughout the tri-state port region, Tom was a quintessential pillar of the community.

He entered the marine terminal business in 1967. His father Leo operated a regional trucking business, started in 1927, which Tom and brother Leo expanded into ship and port operations, sale and purchase of ships, and working to increase cargo and commerce on the Delaware River. The company began to develop in the South Jersey area during the latter part of 1968 when it moved into the south yard of the New York Ship property. That same year it entered into negotiations to lease property at the foot of Essex Street from the Camden County Municipal Sewer Authority. In 1990, Holt crossed the river to operate the Packer Avenue Marine Terminal in Philadelphia. Tom was known as a hard-driving businessman with an exquisite sense of timing and innate ability to understand his customers and his industry.

Tom was born in Philadelphia in 1936 to Edna and Leo Holt and grew up in the Juniata Park section. After graduating in 1955 from North Catholic High School, he served in the Navy for seven years.

Tom was the loving husband of Joan and is survived by children Tom J. Jr., Leo, Melissa Fluehr, Joan Rybas, and Michael. He is also survived by his many grandchildren, four great-grandchildren, his brother Leo, who now resides in Boca Raton, Florida, sister Edna White and a large extended family circle.

The board and staff of the Maritime Exchange extend their sincere condolences to the Holt family.



# New Director Takes Helm at North Atlantic Gateway



*Capt. Jeff Flumignan, Director North Atlantic Gateway, MARAD*

Capt. Jeff Flumignan came on as the Director of the Maritime Administration's North Atlantic Gateway Office in January of this year.

In early July, he traveled to Philadelphia to meet with Maritime Exchange President Dennis Rochford and Vice President Lisa Himber. After touring the Exchange and meeting staff, he was given an overview of the Exchange's Maritime On-Line® software. While in Philadelphia, Capt. Flumingnan also presented a brief on the Marine Highway Initiative to the area's metropolitan planning organization, the Delaware Valley Regional Planning Commission.

After meeting with Exchange staff he noted, "It is clear how important the Maritime Exchange is to the shippers, carriers and terminals throughout the Delaware River and Bay. Their mission to promote and encourage commerce on the Delaware River and Bay is important; however, their passion for how they serve the greater maritime community is remarkable!"

Meetings such as this are critical for the Maritime Administration to maintain important relationships across the marine transportation system and are the key to the success of the Gateway Offices around the country.

**The North Atlantic Gateway Office**

The North Atlantic Gateway Office is a crucial liaison for the agency to develop, analyze, and advance regional projects such as the Maritime Administration's Marine Highway Initiative, intended to reduce congestion on our crowded highways through the increased use of barge and intermodal services. This Gateway Office specializes in infrastructure investment and finance and assists in the development of U.S. transportation policy by bringing together various transportation stakeholders to collaboratively address port infrastructure problems and issues. These stakeholders include other federal agencies, state and local governments, metropolitan planning organizations, port authorities, and senior freight industry representatives.

The North Atlantic Gateway Office region encompasses one of the largest concentrations of maritime and intermodal activity in the nation. Its area of responsibility includes Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, as well as New York, New Jersey, and Pennsylvania. In addition, the Gateway Office has the responsibility for reporting on the commercial activity in four provinces in Eastern Canada: Nova Scotia, New Brunswick, and the Port of Halifax. The Gateway Office also monitors the commercial and military activities of two strategic ports, the Port of New York and New Jersey and the Port of Philadelphia, as well as ten other ports within the Gateway Office's area of responsibility.

**The Maritime Administration**

The Maritime Administration provides critical marine transportation outreach activities at our major U.S. gateway ports, starting with ten of the largest ports on the West, East, and Gulf Coasts, the Great Lakes and the inland river system.

These offices work with headquarters staff, state and local authorities, congressional representatives at

*continued on page 8*

# CG Studies Navigation Routes

The U.S. Coast Guard has commissioned a Port Access Route Study (PARS) of the Atlantic Coast from Maine to Florida as part of the Ports and Waterways Safety Act. The purpose of the study is to identify traffic movements and safe access routes prior to creating or modifying fairways or Traffic Separation Schemes.

The goal of the project, according to the notice published in May, "is to enhance navigational safety by examining existing shipping routes and waterway uses, and, to the extent practicable, reconciling the paramount right of navigation within designated port access routes with other reasonable waterway uses such as leasing of outer continental shelf blocks for the construction and operation of offshore renewable energy facilities." In an effort to provide safe routes of passage along the Atlantic Coast, the study will coordinate federal, state and maritime community comments to determine if any changes or additions are needed to the existing areas.

The public comment period ended August 9, and the Coast Guard Atlantic Area Command (LANTAREA) expects the study to take approximately 12 months to complete. It will include traffic density data as well as mariner expertise, including stakeholder experience in traffic management, ship handling and the impact of weather on safe navigation.

LANTAREA seeks to answer specific questions relating to existing navigational hazards, strain on the current routing system, what modifications if any are required to the existing system and any impacts to the study area as a result of changing the current system.

In an effort to ensure the Delaware River region has a voice, a special PARS sub-committee was formed under the Mariners Advisory Committee (MAC) for the Bay and River Delaware. The sub-committee has provided meaningful comments to the docket based on input from various industry stakeholders. According to Exchange Chairman John Reynolds, Chairman of the PARS Sub-Committee, "The comments provided by the MAC sent a unified position regarding the importance of safe navigation while providing options for the expansion of commerce in the area."

Once completed, the results of the PARS will be published in the Federal Register.

REEVES McEWING
-LLP-

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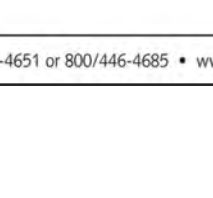
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# Coast Guard a Rewarding Career for Today's Youth

On August 5, the Armed Services Council of the Union League celebrated the 221st anniversary of the enactment of legislation establishing the Revenue Cutter Service, the forerunner of today's U.S. Coast Guard. The Armed Services Council is skippered by Exchange Board Member Admiral Joseph Hare along with Board member Bill Moran and this writer. Bill's wife Marian is also a member of our Council, and she helped organize the event.

The highlight of the luncheon was our principal speaker, Captain Meredith Austin, Coast Guard Captain of the Port. Captain Austin gave us a wonderful history of the strong ties between Philadelphia and the U.S. Coast Guard since early times. Many of her staff were in attendance, and the celebration concluded with the traditional singing of the Coast Guard Hymn and cutting of the birthday cake.

I would encourage all parents of young adults to consider the U.S. Coast Guard as a wonderful and rewarding career. Here are two paths to consider:

**Officer Training**

The United States Coast Guard Academy is a four-year service academy located in New London, Connecticut. Approximately 225 cadets graduate each year, receiving their Bachelor of Science degrees and commissions as Ensign in the Coast Guard. Graduates are obligated to serve a minimum of five years on active duty, and most are assigned to duty aboard Coast Guard cutters immediately after graduation, either as Deck Watch Officers or as Engineer Officers in Training. Smaller numbers are assigned directly to flight training at Naval Air Station Pensacola, Florida or to shore duty at Coast Guard Sectors, Districts, or Area headquarters units.

In addition to the Academy, prospective officers who already hold college degrees may enter the Coast Guard through Officer Candidate School (OCS) located at the Coast Guard Academy. OCS is a rigorous seventeen-week course which prepares candidates to serve effectively as officers in the Coast Guard. In addition to indoctrinating students into a military lifestyle, OCS provides a wide range of highly technical information necessary for performing the duties of a Coast Guard officer.

OCS graduates are usually commissioned as Ensigns, but some with advanced graduate degrees may enter as Lieutenants (junior grade) or Lieutenants. Graduating OCS officers entering Active Duty are required to serve a minimum of three years, while graduating Reserve officers are required to serve four years. Graduates may be assigned to cutter, flight training, staff job, or operations ashore billets.

OCS is the primary channel through which enlisted ranks ascend to the officer corps.

Lawyers, engineers, intelligence officers, military aviators, maritime academy graduates, and other individuals may also receive officer's commission through the Direct Commission Officer (DCO) program.

Depending on the specific program and the background of the individual, the course is three, four or five weeks long. The first week of the five-week course is an indoctrination week. The DCO program is designed to commission officers with highly specialized professional training or certain kinds of previous military experience.

Unlike the other military services, the Coast Guard does not have a Reserve Officers' Training Corps (ROTC) program.

**Recruit Training**

Newly enlisted personnel are sent to eight weeks of recruit training at Coast Guard Training Center Cape May in Cape May, New Jersey. New recruits arrive at Sexton Hall and remain there for three days of initial processing which includes haircuts, shots, uniform issue, and other necessary entrance procedures. During this initial processing period, the new recruits are led by temporary Company Commanders. These Commanders are tasked with teaching the new recruits how to march and preparing them to enter into their designated "Company." When the initial processing is complete, the new "Seaman Recruits" are introduced to their permanent Company Commanders who will remain with them until the end of training. The balance of the eight-week boot camp is spent learning teamwork and developing physical skills. An introduction of how the Coast Guard operates with special emphasis on the Coast Guard's Core Values is an important part of the training.

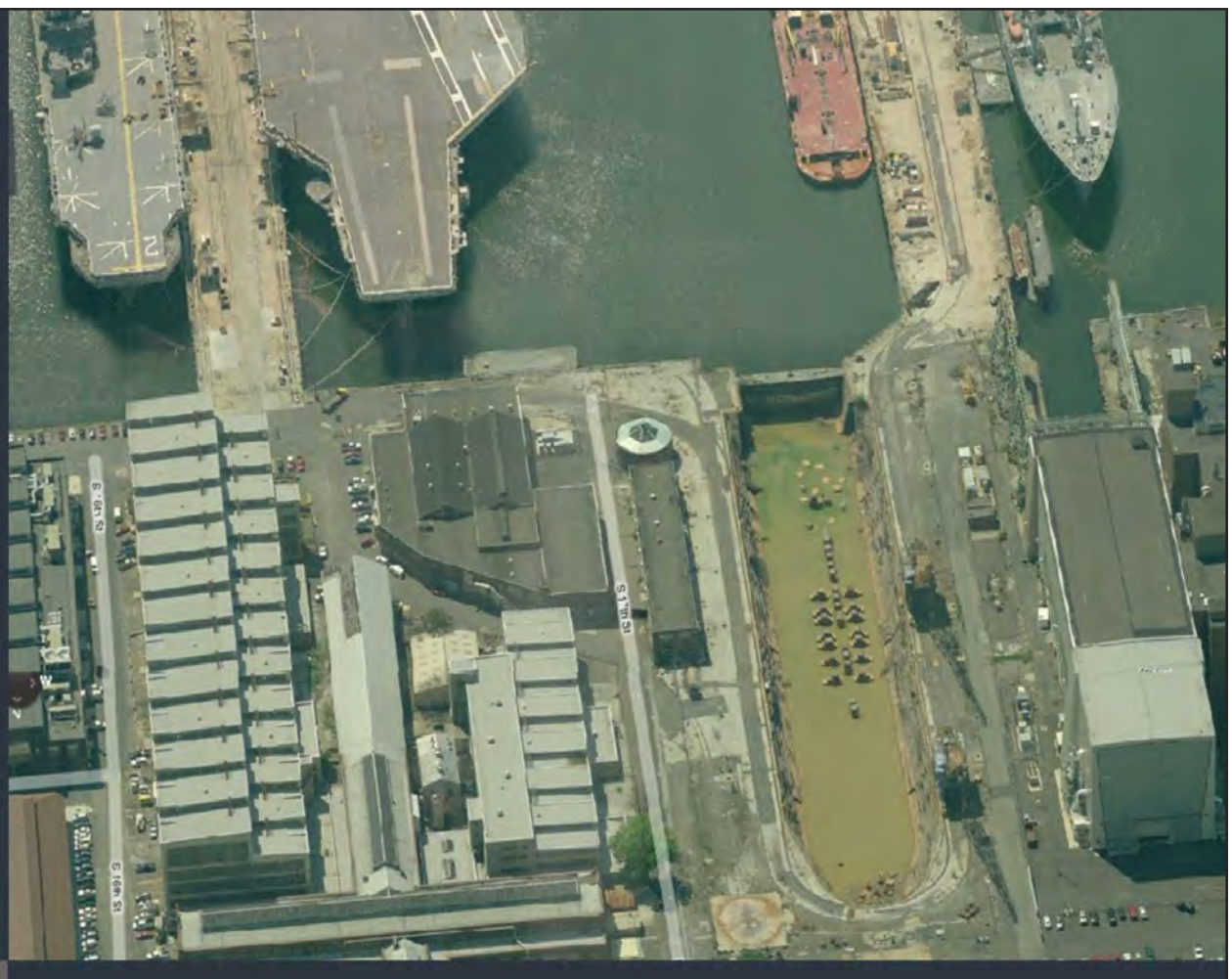
**Service Schools**

Following graduation from recruit training, most members are sent to their first units while they await orders to attend advanced training in Class "A" Schools. At "A" schools, Coast Guard enlisted personnel are trained in their chosen rating; rating is a Coast Guard and Navy term synonymous with the Army's and Marine Corps's MOS and Air Force's AFSC. Members who earned high ASVAB scores or who were otherwise guaranteed an "A" School of choice while enlisting can go directly to their "A" School upon graduation from Boot Camp.

If you would like additional information on a career in the US Coast Guard, please give me a call at the Exchange. In the meantime, the next time you see any of these fine men and women, please thank them for their service.

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# The Longshore & Harbor Workers' Compensation Act: Concurrent Jurisdiction - Cost to Employers

## Legal Ease

*By: Eugene Mattioni, Esq.*
*Mattioni Ltd.*

In 1927, Congress enacted the Longshoremen's and Harbor Workers' Compensation Act (LHWCA), providing compensation for maritime workers injured on the navigable waters of the United States. In 1972, the Act was amended, and Congress expressly extended the LHWCA's jurisdictional reach landward, by including land-based sites, along with dry docks, as within the scope of "the navigable waters of the United States." Specifically included is "any adjoining pier, wharf, terminal, building way, marine railway, or other adjoining area customarily used by an employer in loading, unloading, repairing, dismantling, or building a vessel." See 33 U.S.C. Section 903(a).

In a very local decision having national implications involving the former Sun Shipyard, the U.S. Supreme Court created the concept of concurrent jurisdiction when it was asked to decide whether a state's workers' compensation law could apply to land-based injuries falling within the coverage of the amended LHWCA. Answering in the affirmative, the Court concluded that the amendment "supplements, rather than supplants state compensation law" and found concurrent jurisdiction over the land based sites described in the LHWCA amendments. See Sun Ship., Inc. v. Pennsylvania, 447 U.S. 715 (1980).

The practical implications of this decision are significant and costly to maritime employers. The Court in Sun Ship found that workers who initially filed claims under state law could make up the difference between the state remedy and the federal minimum standard by seeking relief under the LHWCA. Additionally, the Court recognized that concurrent jurisdiction could result in more favorable awards if state remedies were more generous than federal compensation awards.

In 1984, the LHWCA was again amended. In this amendment, specific groups of workers such as clerical, secretarial, security, data processing, among others, are now excluded as maritime employees, to the extent these workers are covered under a state workers' compensation law. Sun Ship was not overruled by Congress and it remains the law today.

The LHWCA has a long administrative history before the District Directors and Claims Examiners. It has a similar history before Administrative Law Judges, the Benefits Review Board and Circuit Courts of the United States. It is a comprehensive statute with corresponding regulations that has successfully monitored medical and wage loss benefits to thousands of injured maritime workers. It provides some unique benefits to maritime employers that are unavailable in state compensation systems, such as limitation of liability for manifest preexisting permanent impairments of an injured worker. Members of the BRB and Administrative Law Judges and Circuit Courts have developed a specialized expertise in this area of maritime employment law.

Sun Ship was decided in 1980. The same case before the Supreme Court today may have a different result. Given the comprehensiveness of the LHWCA, it is entirely possible that the current Supreme Court, if faced with an analogous situation as in Sun Ship, would hold that the LHWCA preempts state workers' compensation laws. It has already been held that where there is an irreconcilable conflict between specific provisions of the LHWCA and state workers' compensation law or state cause of action, the LHWCA may preempt those inconsistent state law provisions.

An alternative and more certain remedy to preemption is to seek out state legislatures in the State of Delaware and Commonwealth of Pennsylvania to amend their respective workers' compensations statutes to exclude workers covered by the Longshore and Harbor Workers' Compensation Act from their coverage. The State of New Jersey has already enacted such legislation. N.J. Stat. Ann. Section 34:15-36.

Concurrent jurisdiction is potentially very costly to employers and in many cases of little value or benefit to employees. With the application of credits, different methods of calculation of the compensation rate and the cost of a contingent lawyer fee, the overall difference in benefits may be offset. With rare exception, the LHWCA is the best benefit program for injured workers in the world of compensation. In some instances the sole motivation for filing a state claim is a contingent fee versus the hourly rate to a prevailing claimant in the LHWCA procedure.

Concurrent jurisdiction in theory does not permit a double recovery but in practice it is very costly to employers: litigation costs are increased as employers must defend two claims; claims administration is complicated since two files must be maintained under two conflicting regulators; failure to file corresponding paper work and forms under the state system and or federal system could result in substantial penalties being paid despite timely payment of medical and wage loss benefits in the selected venue; attorney fees must sometimes be paid for claimant attorneys under two laws; claimants may pay legal fees pursuant to a


Eugene Mattioni, Esq.

contingent fee agreement which is not permissible under the LHWCA; there may be two different insurance requirements and in fact lack of coverage under the state system might be a risk to the unwary; rules of evidence and burden of proof differ, in fact they are very favorable to the employee in the LHWCA; in general, subrogation rights under state law are less advantageous to employers and payment of pro rata costs of counsel fees and expenses is permitted under state law and not under the LHWCA; there are two different settlement procedures; there are different medical fee schedules; employers do not have the benefit of limitation of liability for preexisting permanent impairments and access to the special fund benefits when a state claim is filed.

There are instances when an employee can potentially extend benefits by filing under the state system in cases of a scheduled injury pursuant to the LHWCA which might be treated as a non scheduled injury under state law - the employee working the system to the disadvantage of the employer. The move favorable benefits and access to a free choice physician under the LHWCA is balanced by giving employers more favorable control in the administration of their claims. This is mitigated by access to department of labor claims examiners and Informal Conferences to address conflicts as well as a relatively quick access to a formal hearing before an Administrative Law Judge.

The solution of the problem of concurrent jurisdiction is to follow the lead of New Jersey. From personal pragmatic experience, it has worked well in New Jersey. Claims of Longshoremen who mistakenly file state workers' compensation claims in New Jersey are dismissed, and they are

*continuted on page 11*

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# Local CBP Officers Handle Multiple Missions

***By: Edward T. Moriarty, U.S. CBP***

U.S. Customs and Border Protection (CBP) is charged with the management, control and protection of our nation's borders – we are America's frontline. We employ more than 55,000 highly trained and professional personnel equipped with the resources, expertise, and law enforcement authorities necessary to discharge our priority mission: prevent terrorists and terrorist weapons form entering the United States. In addition, we continue to perform the traditional missions of our legacy agencies which include protecting American businesses and regulating and facilitating international trade, apprehending individuals attempting to enter the United States illegally, stemming the flow of illegal drugs and contraband, and protecting our agricultural interests.

On a typical day, CBP will deploy more than 25,000 vehicles, 290 aircraft, 1,500 canine teams, 260 watercraft and 300 horse patrols. We will process more than 1 million passengers and pedestrians and 47,000 truck, rail and sea containers. We will effect 110 criminal arrests, 2,000 apprehensions and we will seize more than 7,000 pounds of illegal drugs, $300,000 in illicit currency and 4,000 prohibited agricultural products and pests.

Implementing these critical missions entails not only improving security at the U.S. borders, but also extending our zone of security outward, beyond our physical borders through cooperation and partnerships with foreign governments. As such, CBP operates 28 attaché offices and has deployed CBP Officers to 58 foreign seaports and 36 foreign airports to work cooperatively alongside our foreign customs and immigration counterparts.

Achieving CBP's priorities would be neither complete nor effective if we didn't recognize business realities and ensure the facilitated flow of commerce through our borders. We understand that our efforts to secure our borders against ongoing threats cannot add additional barriers to free trade and the efficient movement of cargo and passengers.

Throughout CBP's Consolidated Ports of Entry along the Delaware River and Bay, our Anti-Terrorism Contraband Enforcement Team (A-TCET) is charged with carrying-out CBP's multi-mission enforcement and facilitation responsibilities on the waterfront. Most of you know A-TCET as the men and women in uniform who board your vessels, interview the crew, inspect your containers/cargo and as the Officers you coordinate with on a daily basis in our Vessel Central unit. You are correct. These responsibilities are all critical aspects of an A-TCET Officer's daily mission set; but there is more. On a daily basis, A-TCET Officers will also:

- Risk assess and target all international inbound cargo and crew;
- Deploy and utilize large-scale Gamma-ray and X-ray imaging systems to detect contraband, WMD, and illicit drugs in arriving and departing cargo;
- Deploy and utilize both large-scale and small-scale radiation detection equipment to detect and identify gamma and neutron radiation in arriving cargo;
- Risk assess, target, board and inspect internationally arriving private boats along the Delaware River, South Jersey coast and Delaware Bay;
- Risk assess, target and inspect (as needed) all outbound cargo to identify possible currency/weapons smuggling, dual-use commodity violations, and counter proliferation violations;
- Deploy multiple narcotics, currency and firearms detection canine teams;
- Deploy Special Response Team (SRT) Officers;
- Deploy Enforcement Officers for surveillance, internal conspiracy identification and investigation purposes;
- Coordinate with CBP Officers at foreign seaport locations and with our National Targeting Center (NTC) in Washington.

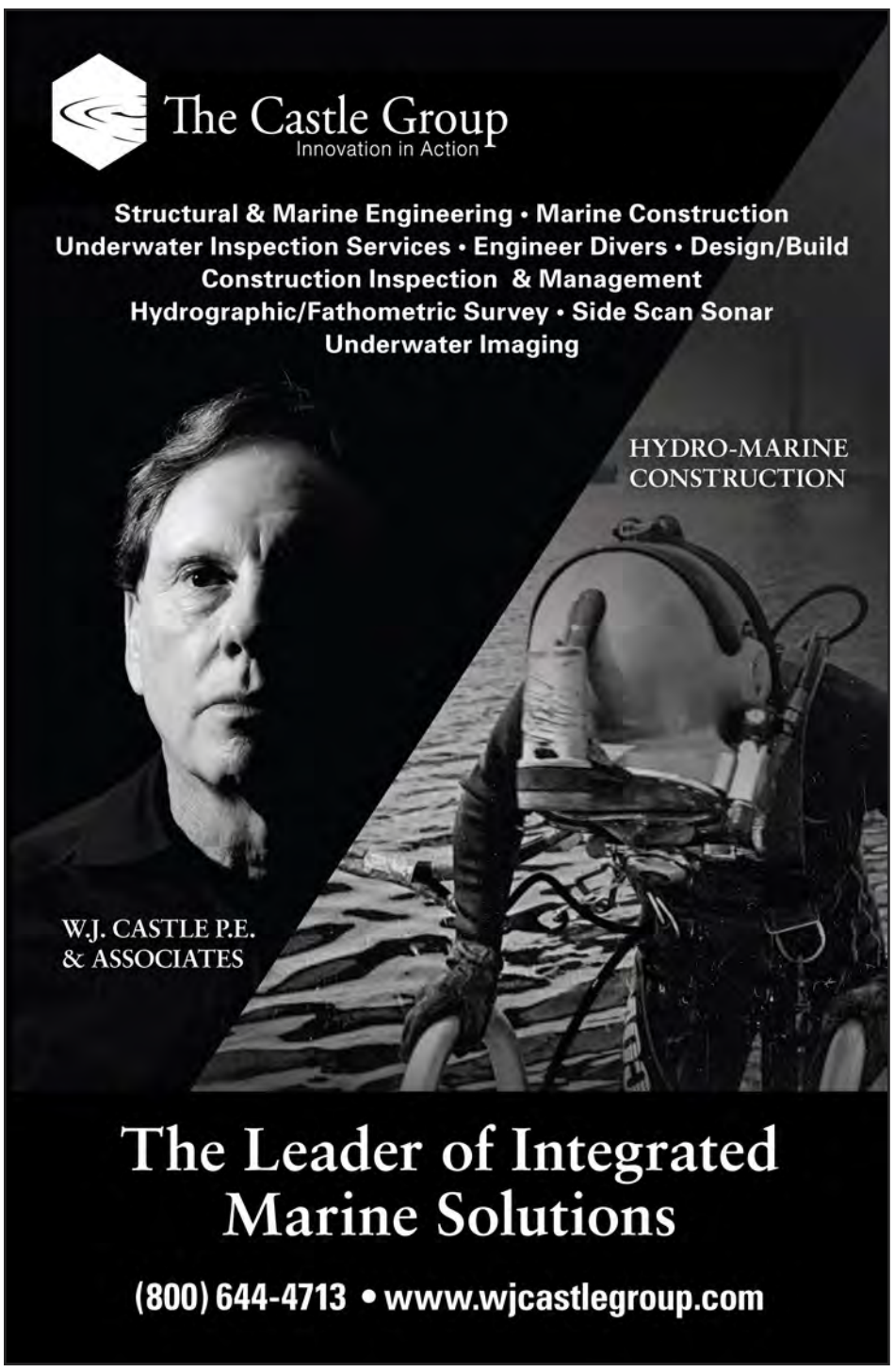
A-TCET Officers continually patrol, secure and control their Area of Responsibility - a 90 mile stretch of the Delaware River, the South Jersey coast from Cape May to Atlantic City and the Delaware Bay. Meeting both their mission critical requirements and cargo facilitation commitment in such a large multijurisdictional area presents its fair share of challenges for a law enforcement agency like CBP – so internal coordination, force multiplication, and external stakeholder partnerships are all essential elements employed to help us achieve our goals.


Edward T. Moriarty, U.S. CBP

International commerce is critical to the world economy; A-TCET is committed to keeping it moving and safe.

If you need to contact CBP Philadelphia A-TCET for any reason related to international inbound/outbound cargo, crew, commercial/private vessels, or have information related to possible smuggling or national security issues, you can speak to an A-TCET Officer 24 hours a day by calling 215-717-5950/5951, or, by calling CBP Sector communications at 1-800-XSECTOR.

*Edward Moriarty currently serves as the Assistant Port Director, Tactical Operations, for CBP in Philadelphia, Pennsylvania. In this capacity, he is responsible for directing the overall operational and enforcement strategies for CBP's anti-terrorism and border security priorities throughout the Consolidated Ports of Entry along the Delaware River and Bay.*






# Exchange VP Chats with USCG Commandant



*The joint Harbor Safety Committee/Area Maritime Security Committee conference, held June 7-9 in Houston, was attended by hundreds of private and public sector maritime professionals. Discussion panels addressed such topics as the USCG Authorization Act, towing safety, ocean policy and coastal marine spatial planning, seafarer access, security, alternative energy issues, and best practices and lessons learned. Shown here are Exchange Vice President Lisa Himber and Capt. John Strong of the Long Beach Pilots talking with Admiral Robert Papp, Commandant of the U.S. Coast Guard.*

# New MARAD Director

*continued from page 4*

the local district, and a broad range of port, shipper and carrier stakeholders to cooperate on projects, identify federal and state funding, and work on environmental and community challenges in the ports and their intermodal connections.

The Gateway Offices identify transportation bottlenecks and ways to improve freight movement. They work with stakeholders to promote collaboration among federal, state, local and private partners on challenges facing the Marine Transportation System in their areas of responsibility, focusing particularly on planning and environmental issues. These offices act as liaisons for the agency to help ensure that measurable progress is made on specific projects as well as to bring agency and departmental expertise to the table.

The Gateway Offices are the agency's day-to-day presence throughout the Marine Transportation System. They are critical to the viability and effectiveness of the Maritime Administration and its future programs. The Gateway Offices support and place particular emphasis on the following Maritime Administration priorities: America's Marine Highway Initiative; Port Infrastructure Development; Congressional Outreach Initiatives, and overcoming impediments at intermodal nodes, which includes rail, barge, road and air connectors.

In addition, Gateway Directors are responsible for supporting other Administration priorities such as the development of deep-water ports; providing shipper and carrier outreach including linkages to Marine Transportation System National Advisory Council (MTSNAC) and the Committee on the Marine Transportation System (CMTS); supporting the passenger and cruise industry; workforce development; emergency preparedness and response activities; and participating in the Port Security Grants Program and the and the Transportation Investment Generating Economic Recover (TIGER) Program.

Capt. Flumignan is no stranger to the ports and terminals in the Delaware Bay. Prior to his current appointment, he served as Academy Training Representative at the U.S. Merchant Marine Academy. For over twelve years, he supervised the shipboard training and professional development of thousands of aspiring mariners across the globe. He sailed professionally and oversaw fleet operations for a major American carrier as Operations Manager. He started his career on active duty in the Navy, serving aboard a fast frigate in the Mediterranean and recently retired from the Navy Reserve.

# Meeting Grant Deadlines

*continued from page 1*

Russ Sweeney, AMSC Chairman, remains amazed by the commitment and dedication shown by the volunteer members of the Grant Sub-Committee. "Each cycle – and some years have required two and three cycles – their task is always colossal," Sweeney said, "but this time it was downright Herculean. Each of the 13 sub-committee members stepped up to the plate to make this happen."

While the AMSC may have shown it has what it takes to get the job done, there is no expectation that this process is sustainable. "It has been said our review process is considered a model for the nation's port communities, but I'm not sure we could, or would want to, do this again," Ferry said. "Not only does the collapsed application review timeframe require a speed which lends itself to errors, but frankly, we're concerned about burnout among committee members. All of these volunteers have day jobs, and we can only hope that they – and their employers – can continue to participate when activity levels are so demanding."

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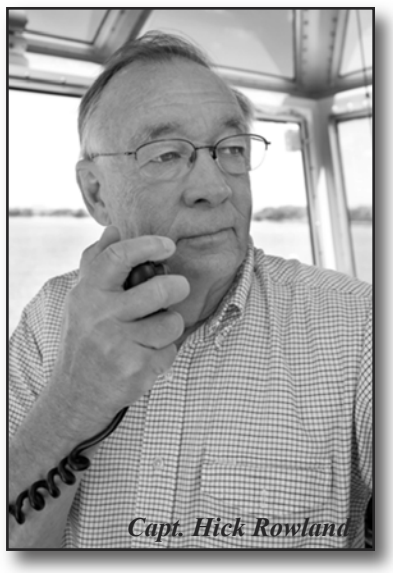
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# Capt. Hick Rowland Inducted into Maritime Hall of Fame

The Exchange has learned that Board Member H. Hickman Rowland, Jr. of Wilmington Tug has been named as a member of the 2011 class of inductees into the Delaware Maritime Hall of Fame.

The purpose of the Maritime Hall of Fame is to honor those who have given uniquely and generously of skill, energy, heart, and time in building Delaware's maritime heritage. This event is sponsored by the Overfalls Maritime Museum Foundation (OMMF), an all-volunteer organization committed to preserving one of America's last remaining lightships.


Capt. Hick Rowland

Capt. Rowland was nominated by Joan Lyons, Executive Director of the Seamen's Center of Wilmington (SCW), and cited for his long advocacy of seafarers. "As a docking pilot bringing in hundreds of ships per year into the Port of Wilmington, Hick saw firsthand the need to build a Seamen's Center in Delaware. He recruited community members, corporations . . . and set about finding the necessary funding. Hick envisioned a center that would involve the entire community and be staffed by volunteers. By January 1, 1990, his dream became a reality . . ."

In addition to his service as President of the SCW and on Exchange Board, Capt. Rowland sits on the Board of the Diamond State Port Corporation and is a past President of the Port of Wilmington Maritime Society.

Each year, the Delaware Maritime Hall of Fame selects and inducts individuals who meet the criteria and spirit of contribution of Delaware's maritime heritage. To date, 20 people have been honored for their contributions and inducted into the Hall. Other inductees this year include Charles Epifanio, Laurence Knapp, Mary-Emily Miller, and George Elliott. Harry Frazer was selected as the Meritorious Award winner.

"Hick is among the most worthy individuals I could think of to receive this honor. He has a passion for this river and its maritime past, present and future," said Exchange President Dennis Rochford.

This year's Hall of Fame Banquet will be held on October 8, 2011 at 6 pm at the Lewes Yacht Club and tickets are $75.00 each. Contact Denise Seliskar at seliskar@udel.edu or 302/542-6797 for additional information.

**Congratulations, Hick!**


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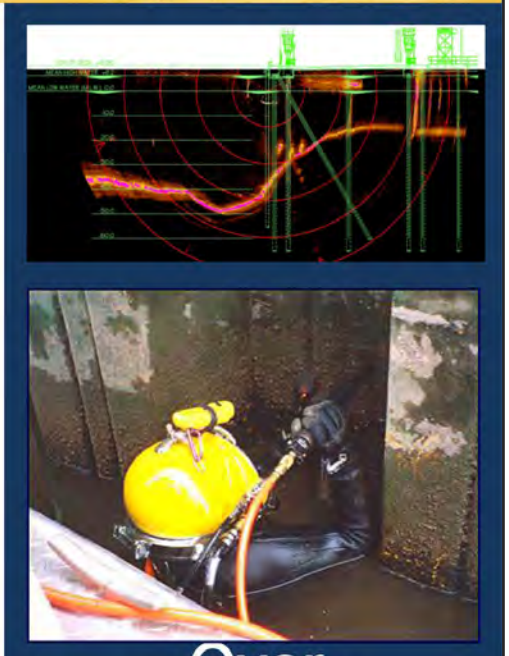
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# Save the Dates

### Seamen's Center of Wilmington Party

Tuesday, September 13th marks the date when the members of the Seamen's Center of Wilmington (SCW) will gather to pay their respects to a departing summer. This annual function represents the sole fundraising event hosted by the Center each year, and it will once again take place on the deck at Firestone Restaurant along the Christina River. *For sponsorship and ticket information, contact Joan Lyons at 302-575-1300 or seamenscenterwilmde@yahoo.com.*

### Seamen's Church Gala

The Seamen's Church Institute of Philadelphia and South Jersey's (SCI) 21st Annual Fall Gala will be held Friday night, 11/11/11. Please save this unforgettable date for a night of fun and festivities. This year's theme is *"The Future of Our Industry"* as the SCI honors the Maritime Academy Charter School. The event will be held at The Down Town Club.

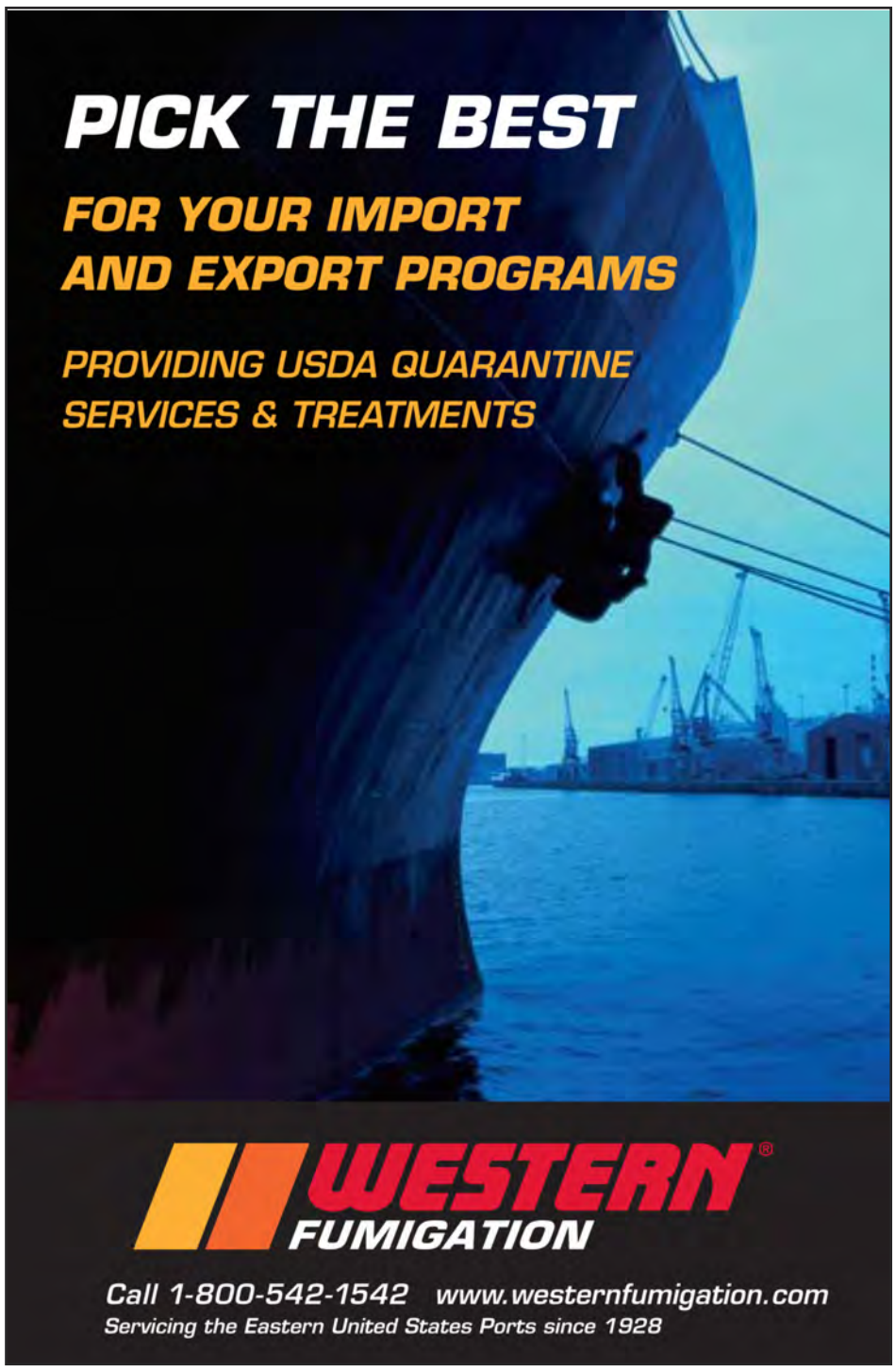
The event provides important financial support for SCI's mission to aid visiting seafarers. Since 1843, SCI has been caring for the physical, emotional and spiritual needs of the seafarers who make our industry possible. *Contact Ronnie Barlow, barlow@sciphiladelphia.org or 215-940-9900.*

## Legal Ease

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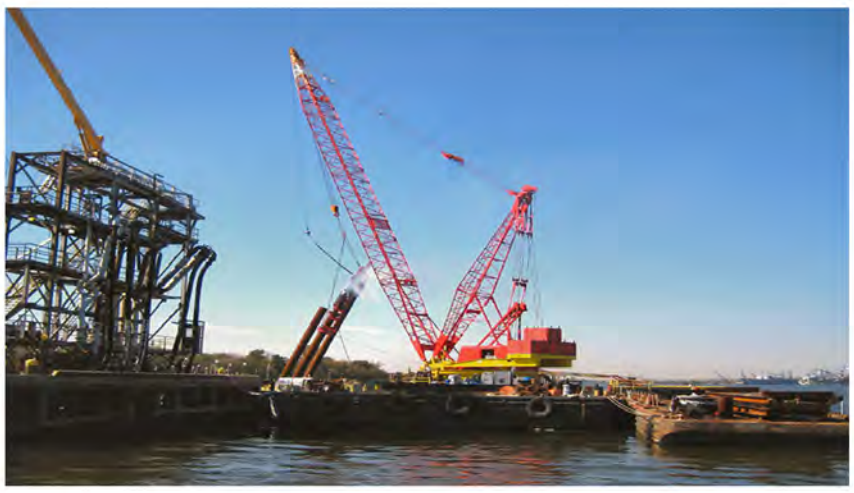
permitted to re-file their claims pursuant to the LHWCA procedure without prejudice. As a consequence, employers in New Jersey are at a competitive advantage over their counterparts in Pennsylvania and Delaware. Every paid claim comes directly out of the bottom line and can mean the difference between profit and loss. Workers' Compensation liabilities are by far the most costly expense incurred by maritime employers. The current environment in Pennsylvania and Delaware may be conducive to seek amendment to the state workers' compensation acts eliminating concurrent jurisdiction. Labor support should be sought out to make the ports of Philadelphia, Aker Shipyard, Fairless Hills in Bucks County, Chester in Pennsylvania and the port of Wilmington in Delaware on an equal footing to their counterparts in North and South New Jersey.

*Eugene Mattioni, a partner in the Mattioni LTD firm, is a newly-elected member of the Maritime Exchange Board of Directors.*






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# Upgrading the *McFarland*

*continued from page 1*

ing controls, and replacement of analog engine monitoring equipment with electronic monitoring devices.

In addition to the electrical upgrades, the work package also included other significant items, such as the removal and overhaul of both rudders, disassembly and extensive repairs to the operating mechanisms for all 12 hopper doors, a complete overhaul of three diesel engines, cryogentic cleaning of the dredge pump motors, and also asbestos abatement and rehabilitation of dredge pump-out control station, the dragtender control stations, the officers and crew messes, and the bridge.

While in the shipyard, the ABS International Load Line Certificate and the USCG Certificate of Inspection were both renewed. The inspections required that all fuel tanks and spaces common with the shell were cleaned and gas-freed and inspected by the regulatory bodies; also required were removal, inspection and testing of all sea valves. Both anchors and anchor chains were removed, inspected, and painted; and the propulsion shaft bearings were inspected for wear, and new blades and seals installed on both controllable pitch propellers, then hydrostatically tested to prove leak free.

The *McFarland* is back in service and will be dredging on the Philadelphia to Sea Project through September.



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# Holt to Build Largest Rooftop Solar Power Plant in North America at Gloucester Marine Terminal

In June, Gloucester Marine Terminal announced it is partnering with solar technology leader SunPower Corp. to build the largest rooftop solar installation in North America – a massive, 1.1 million square-foot project on the roof of the terminal's refrigerated warehouse near the Walt Whitman Bridge.

Known as Riverside Renewable Energy, LLC, the $42 million, privately-funded project calls for the installation of 27,528 photovoltaic rooftop solar panels that will generate nine megawatts of electricity – or roughly enough to power 1,500 homes – at Gloucester Marine Terminal, which is owned by the Holt family. The Riverside project will be nearly twice as large as any previous rooftop solar installation in New Jersey, which has emerged as a national leader in the development of renewable energy resources. Construction is underway and should be completed by the fall.

When completed, the Riverside project will generate the equivalent of nearly 80 percent of the terminal's power demand. According to estimates provided by the U.S. Environmental Protection Agency, the system is expected to offset more than 9,500 tons of carbon dioxide, approximately the same amount that would be offset by planting 400,000 trees or removing 1,700 cars from the road.



*Gloucester Terminals, LLC President Leo Holt gives details on the $42 million, 1.1 million-square-foot solar project known as Riverside Renewable Energy, LLC. The largest rooftop solar installation in North America will generate nine megawatts of electricity – enough to meet 80 percent of the terminal's electrical usage.*

"This project is a testament to the strength of New Jersey's solar market," said Lee A. Solomon, President of the N.J. Board of Public Utilities. "It is also consistent with the policy set forth in the recently released 2011 draft Energy Master Plan, which calls for photovoltaic solar arrays on commercial and industrial properties to lower their utility bills, improve competitiveness and reduce demands upon the electric grid."

The Riverside project will rely in part on the availability of federal Investment Tax Credits that supply tax incentives to spur the development of green energy sources systems nationwide; the continued support of Solar Renewable Energy Credits (SRECs) created through the New Jersey Renewable Portfolio Standards (RPS) also enhances the economic viability of the project. Riverside will sell the SRECs and environmental benefits associated with the system.

"Riverside Renewable Energy is good for the environment because it generates clean, non-polluting energy from the sun," said the late Tom Holt Sr. "But it's also good for our business, because we will have the benefit of reliable, affordable electricity to operate the terminal. It's a win for us and a win for our region, and we're very proud to be a part of this venture."

At the site, SunPower is installing its T5 Solar Roof Tile system, the solar industry's first non-penetrating rooftop product that combines a high-efficiency solar panel, frame and mounting system into a single, pre-engineered unit.

"At nine megawatts, this is a milestone solar installation made possible with SunPower's high-efficiency panels and T5 Solar Roof Tile System," said Tom Leyden, managing director at SunPower. "By hosting this system, Holt Logistics will reliably maximize its savings on electricity costs at the terminal over the next 25 years or more."

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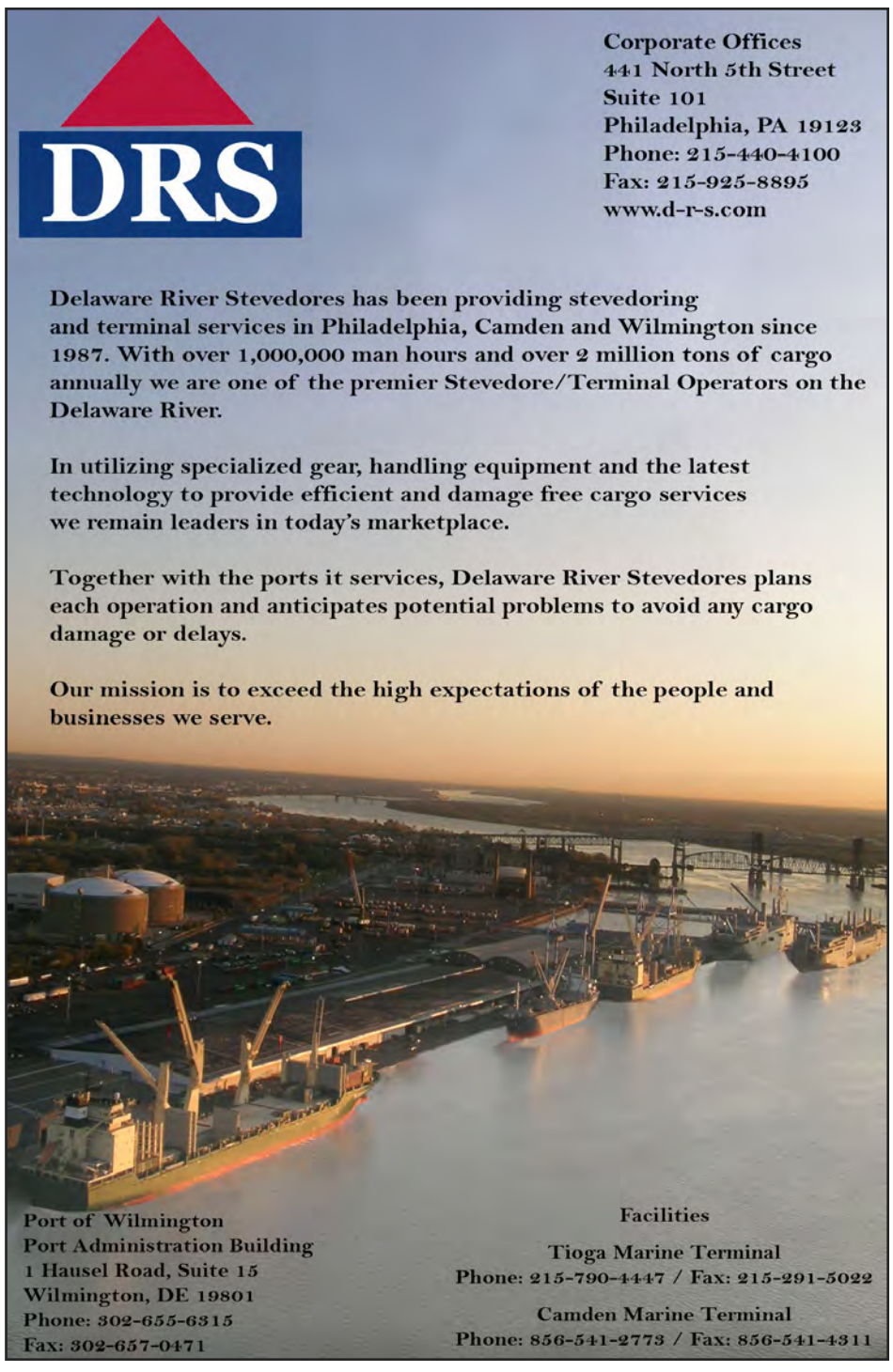
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# Editorial

## Access Issues in the Maritime Industry

*By: The Rev. Canon James D. Von Dreele, Executive Director*
*Seamen's Church Institute of Philadelphia & South Jersey*

Last Fall Congress passed the U.S. Coast Guard's Authorization bill with a very specific provision for a "system" of "timely access" at "no charge to the individual." This applies not only for seafarers but also for welfare workers, labor representatives and others having business at marine terminals and on ships. This provision addresses a wide spread pattern of terminals restricting access and/or charging exorbitant amounts for this access.

I am pleased to say that the ports of the Delaware River have been in compliance with this provision for some years. This has happened because of the tremendous leadership of Coast Guard Captain of the Port Meredith Austin, her predecessors, and the cooperation of the local maritime community. There is a common understanding and value that seafarers must have the opportunity for unfettered and free shore leave access.

However, that is not the case in many ports around the country where seafarers are routinely denied access or charged as much as $300 for transportation from the gangway to the gate. Needless to say, these restrictive policies have a demoralizing impact on seafarers whose labor makes this industry run. Even American seafarers have been victims of these regressive policies at terminals as close as North Jersey.

USCG tasked the National Maritime Security Advisory Committee (NMSAC) earlier this year to recommend language for an upcoming regulation to meet the terms of the Authorization bill's provisions for access. This broad based committee faced many competing interests within these discussions, and I was invited to join in on several of the phone conference calls. I am not sure there was much clarity or resolution following these discussions. In addition, USCG invited me to be on a panel at the annual Harbor Safety Committee/Area Maritime Security Committee meeting in Houston earlier in June. Beyond the implementation of regulations to assure free access, my essential point was that the "devil is in the details." There is no such thing as "free access" – seafarer ministries have been providing this access for shore leave for decades, largely underwritten by the local church community. The annual cost for the Seamen's Church Institute just to provide transportation services for shore leave is about $350,000, equal to SCI's budget deficit. Many seafarer centers throughout the country are under extreme economic pressures to continue these services and a number have already gone out of business. If a local port ministry no longer exists, who will provide this "free access?" As things stand, this is not a sustainable business model.

Again, I want to commend our local community for its support of SCI's mission to care for our visiting seafarers. They look forward to coming to the Delaware River because of the hospitality we have been able to show them. But there are real fiscal challenges to provide the scope of our coverage of this extended port.

**Communications: an Access Issue**

Here is one further reflection about access. Seafarer communication with their families has become increasingly more difficult for many reasons: lack of shore leave, shorter turnaround times, etc. If one has been at sea for many weeks, making that phone call home or sending an email is essential for morale and relationship with the family. It is not uncommon for seafarers to see various secure terminal wireless networks while on board their ships which they cannot access. This just adds to their frustration.

Perhaps some terminal operators might consider expanding their Wi-Fi capabilities to provide free access to the Internet at the dock. These kinds of networks are common on college campuses and at RV parks. Many seafarers who have their own computers with wireless capability could benefit from a similar service in the port. Currently, SCI provides Wi-Fi hubs aboard ship, and this is a very popular service. It would be great to expand this capability. I would be happy to consult with anyone interested in exploring this opportunity.

## Exchange Annual Database Update Underway

Most readers of *The Beacon* have heard our plea many times: please help us keep our lists current. To help meet our goal of facilitating communications and providing up to the minute news and information to maritime stakeholders in our region and beyond, the Exchange has developed a database containing contact information for over 5,000 maritime professionals, legislators, federal and state officials, and members of the press. We also maintain a significant number of committee and subject-related distribution lists, and keeping the information current can be a daunting task.

Although we update our database throughout the year as information changes, we recognize that some individual updates will be missed. So each fall, we reach out to our entire constituency to ask for the latest contact information. In addition to keeping our database current, the information is used to publish the annual Delaware River Port Directory.

As we did last year, the Exchange contacted everyone in the system via email to request confirmations or updates. The response has been very positive, and to those who have already replied, we thank you.

If our email didn't get through to you, or you haven't yet responded, we would appreciate your sending us your current contact information, including name, company, phone/fax numbers, email addresses, mailing address, web address etc.

And if someone forwarded a copy of this newsletter to you, and you'd like to be added to the list directly, please let us know.

Send info to dstargell@maritimedelriv.com.

***Thank you!***

**The Maritime Exchange encourages readers of *The Beacon* to comment and give us your thoughts on any article we have published or other maritime-related issues.**

**Please send us your "Letters to the Editor"**

**Via email to**
**exchange@maritimedelriv.com**

**Via mail to:**
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**Attn: Beacon Editor**
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# POW Receives New Mobile Harbor Crane

The Port of Wilmington, Delaware has taken delivery of its first mobile harbor crane. Earlier this year, the German-built Gottwald model G HMK 6407 B was off-loaded at the port from the m/v *BBC Montana*.

The Gottwald four-rope grab mobile harbor crane is the port's third multipurpose crane and is equipped to handle containers, break bulk, bulk, and project cargoes.

The Diamond State Port Corporation (DSPC), owner and operator of the Port of Wilmington, purchased the $5.3m crane from Gottwald Port Technology, GmbH utilizing a capital funding grant awarded by the State of Delaware's Joint Bond Bill Committee for fiscal year 2011 to improve the Port's cargo handling capability and equipment. The acquisition included two 100 metric ton rotator hooks for break bulk and heavy lift cargos, two spreaders for container handling, as well as two dry bulk grab buckets with lifting capacity of 39 and 18 cubic yards.



*With a lifting capacity of 100 metric tons the Gottwald four-rope grab mobile harbor crane is the Port of Wilmington's third multipurpose crane. It is equipped to handle containers, break bulk, bulk, and project cargoes.*

After assembly and rigorous testing by Gottwald's engineers, the crane successfully loaded its inaugural cargo of bulk petroleum coke onboard m/v *Romea* in early May. "We are very excited about the purchase of this state-of-the-art, multipurpose mobile harbor crane, and are grateful to the State of Delaware for its continued support of the cargo handling needs of our growing customer base," said Gene Bailey, DSPC Executive Director. "The new crane will allow us greater flexibility and improve our efficiency, enabling its use in berths previously un-served by the Port's rail-supported cranes. With this acquisition, we've increased our lifting and outreach capacity and provided an advantageous backup for our container, breakbulk and dry bulk customers."


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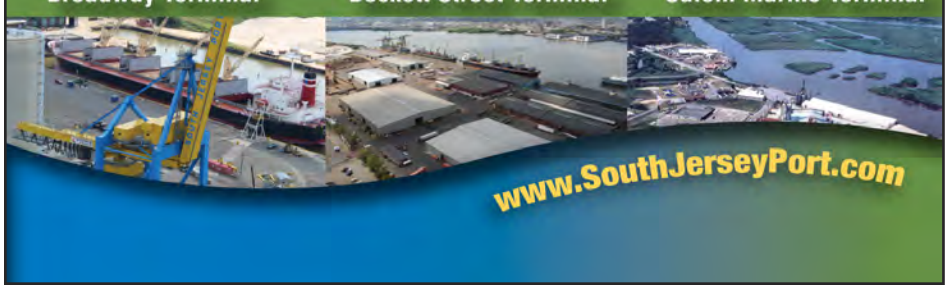
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## Notes & News

Congratulations go out to **Joseph Balzano**, executive director of the **South Jersey Port Corp,** who is being honored by the **New Jersey Alliance for Action** for his lifelong efforts to promote economic prosperity in the Delaware Valley Region and his dedication to the businesses of South Jersey. Joe will receive the Individual Recognition Award at an event to be held on October 12.

**Joseph P. McAtee**, executive vice president of **Urban Engineers** was honored with a Lifetime Achievement Award by Drexel University for his "substantial contributions to the University's Construction Management Program and to the Philadelphia region's construction industry and beyond." Well done, Joe!

The **Port of Wilmington, Delaware**, has won an Award of Excellence in the American Association of Port Authorities' 2011 Communications Awards Program for its entry in the Overall Campaign classification for "Delaware Leading the Way for Off-shore Wind Energy Campaign."

## Welcome Aboard

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# Upcoming Events

| | |
|---|---|
| 09/07/11 | Women's International Trade Association Networking Event<br>The Hinge Cafe, Philadelphia, PA<br>Contact Yasmeen Johnson: 215-925-1524 or wita1979@hotmail.com |
| 09/08/11 | Mariners' Advisory Committee Meeting<br>La Veranda, Philadelphia, PA<br>Contact Scott Anderson: marinersadvisory@yahoo.com |
| 09/13/11 | Tri-State Maritime Safety Association Board Meeting |
| | Seamen's Center of Wilmington Farewell to Summer Fundraiser<br>Firestone Restaurant, Wilmington, DE<br>Contact: 302-575-1300 |
| 09/14/11 | Maritime Exchange Board Meeting |
| 09/16/11 | Ports of Philadelphia Maritime Society Annual Golf Outing<br>Springfield Country Club, Springfield, PA<br>Contact Russ Larsen: larsen.russell@gmail.com or 215-796-0600 |
| | Ports of Philadelphia Maritime Society Annual Crab Feast<br>The Deck at Harbor Pointe, Essington, PA<br>Contact Theresa Penot: 215-423-9950 |
| 09/20/11 | Seamen's Center of Wilmington Board Meeting |
| 09/21/11 | DRPA/PATCO Board Meetings, Followed by Committee Meetings |
| | Philadelphia Regional Port Authority Board Meeting |
| | World Trade Association of Philadelphia Annual Banquet<br>Cescaphe Ballroom, Philadelphia, PA<br>Contact Deborah Ingravallo: wtaphila@comcast.net or 856-642-3957 |
| 09/22/11 | Port of Wilmington Annual Golf Classic<br>DuPont Coutry Club, Wilmington, DE<br>Contact Vered Nohi-Becker: vnbecker@port.state.de.us |
| 10/04/11 | Traffic Club of Philadelphia Fall Golf Outing<br>Penn Oaks Country Club, West Chester, PA<br>Contact Deborah Ingravallo: 856-642-3957 |
| 10/08/11 | Delaware Maritime Hall of Fame Banquet<br>Lewes Yacht Club, Lewes, DE<br>Contact Denise Seliskar: seliskar@udel.edu or 302-542-6797 |
| 10/12/10 | Maritime Exchange Executive Committee Meeting |
| 10/19/11 | DRPA/PATCO Board Meetings, Followed by Committee Meetings |
| | Philadelphia Regional Port Authority Board Meeting |
| 11/02/11 | Vessel Owners Dinner<br>Sheraton Society Hill, Philadelphia, PA<br>Contact Eileen Bartlomiejus: mail@generalmarine.org or 215-922-6293 |
| 11/04/11 | Area Maritime Security Committee Managing Board Meeting<br>USCG Sector Delaware Bay |
| 11/08/11 | Tri-State Maritime Safety Association Board Meeting |
| 11/09/11 | Maritime Exchange Executive Committee Meeting |
| | Maritime Exchange Board Meeting |
| 11/10/11 | Chilean & American Chamber of Commerce<br>Annual Friend of Chile Award Luncheon<br>Union League, Philadelphia, PA<br>Contact Ricardo Maldonado: rmaldonado@greaterphilachamber.com or 215-790-3769 |
| 11/11/11 | Seamen's Church Institute 21st Annual Fall Gala<br>The Down Town Club, Philadelphia, PA<br>Contact Ronnie Barlow: barlow@sciphiladelphia.org or 215-940-9900 |

**For a complete schedule and event details, visit www.maritimedelriv.com**

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